

**FEDERAL AID PRIMARY ROUTE 310  
U.S. 67 EXPRESSWAY FROM JACKSONVILLE TO MACOMB  
MORGAN, CASS, SCHUYLER, AND MCDONOUGH COUNTIES  
FINAL ENVIRONMENTAL IMPACT STATEMENT**

Submitted Pursuant to 42 USC 4332(2)(c)  
and 49 USC 303 by the  
U.S. Department of Transportation  
Federal Highway Administration  
and the  
Illinois Department of Transportation

Cooperating Agencies

U.S. Army Corps of Engineers	U.S. Environmental Protection Agency
Illinois Department of Natural Resources	U.S. Fish and Wildlife Service
Illinois Environmental Protection Agency	U.S. Coast Guard
	Illinois Department of Agriculture

5/14/02

Date of  
Approval

*R. Stevenson*

For FHWA

4/30/02

Date of  
Approval

*Michael L. Hine*

For IDOT

The following persons may be contacted for additional information concerning this document:

Mr. Norman Stoner, P.E.  
Division Administrator  
Federal Highway Administration  
3250 Executive Drive  
Springfield, Illinois 62703  
Phone: 217-492-4640

Mr. Victor A. Modeer, P.E.  
District Engineer  
Illinois Department of Transportation  
126 East Ash Street  
Springfield, Illinois 62704-4792  
Phone: 217-782-7331

The proposed action consists of constructing a 4-lane, partial access controlled, divided expressway, which would be approximately 99 kilometers (61.6 miles) in length. The project would extend from the Jacksonville Bypass on the south to U.S. 136 on the north. It traverses through Morgan, Cass, Schuyler, and McDonough counties. The proposed highway facility would provide improved transportation continuity, upgraded rural access, improved travel efficiency, and enhanced economic stability and development. The Draft EIS presented two alternative corridors for U.S. 67, and also evaluated the No-Build Alternative. The recommended alternative (Alternative E), as presented in this Final EIS, was selected based on review of impacts presented in the Draft EIS and comments received as a result of the public hearing and availability of the Draft EIS for agency and public review. The recommended alternative provides the best balance of social, economic, and natural resources impact and travel performance.